

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY 50X1-HUM

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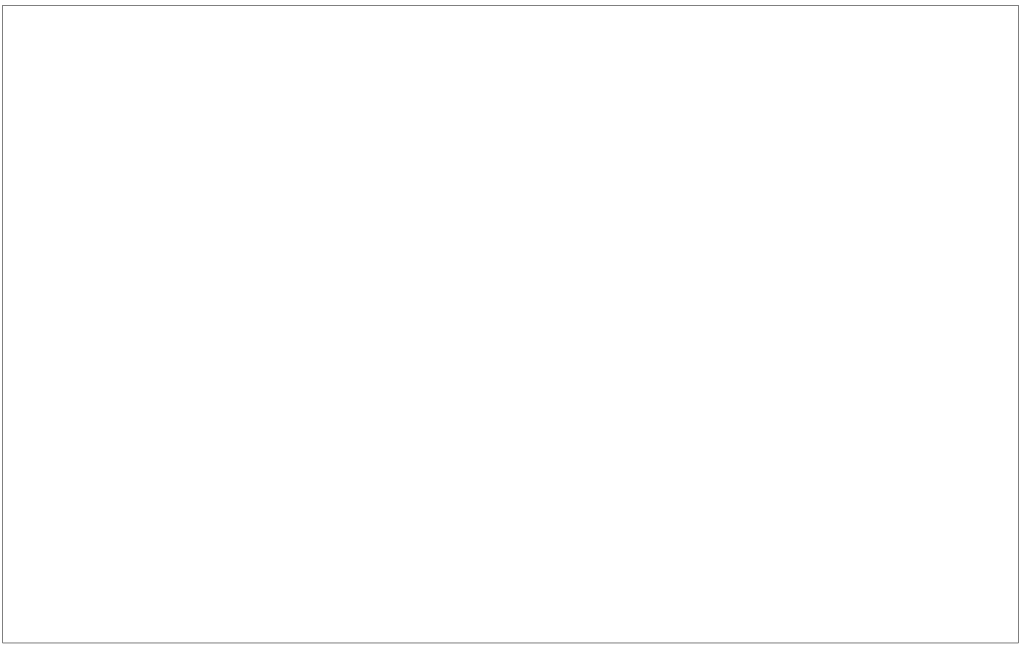
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COUNTRY	USSR	REPORT	
SUBJECT	Information about Soviet and Bloc Merchant and Fishing Vessels		DATE DISTR. 13 July 1964 50X1-HUM
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1. A 27-page, English-language report, entitled Morflot Review,
 The report is dated March 1964 and contains information on Soviet and Bloc merchant and fishing vessels and includes characteristics of the new merchant and fishing vessels. 50X1-HUM 50X1-HUM 50X1-HUM



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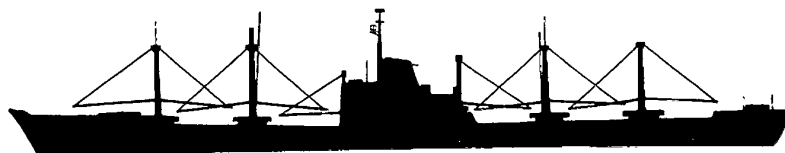
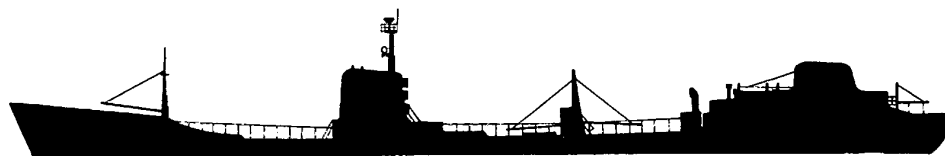
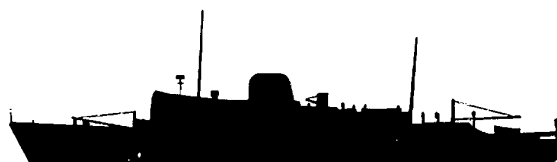
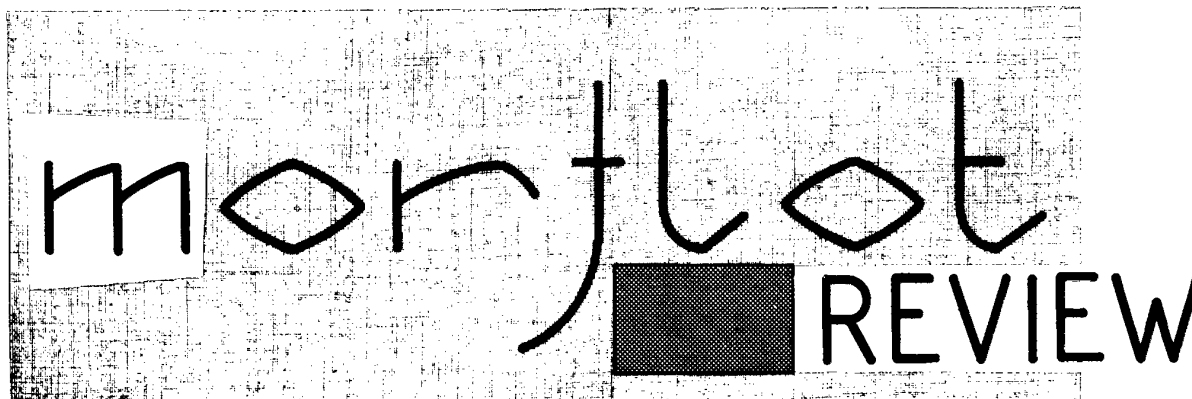
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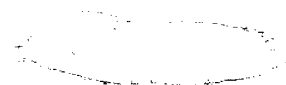
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MORFLOT REVIEW

March 1964

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THE BALTIC.

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S/S KASHIRA.

S/S KASHIRA (GRT 3258) recently loaded cellulose [] 50X1-HUM
[] in Riga, but then had to go to Ventspils for 50X1-HUM
bunkering.

Vodnyy Transport, Feb 25, 1964.

S/S KALUGA.

S/S KALUGA (GRT 3258) had loaded coal in Liepaya, but required more bunkers, which are not to be had in Liepaya. The ship was routed to Ventspils to bunker, but here the waiting time was so long, that the KALUGA finally had to go to Riga, where she bunkered at last after having waited a day for M/T YERUSLAN (naval tanker, GRT 1338).

Vodnyy Transport, Feb 25, 1964.

Ice Conditions in the Gulf of Riga.

Ice conditions are particularly difficult this year in the Gulf of Riga, especially in the Irben Straits. I/B SIBIRYAKOV 50X1-HUM (GRT 2709) arrived from Leningrad to free four [] ships that were stuck in the ice, and led them and M/T OGRE (GRT 1333) to Riga.

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Four [] fishing vessels sent SOS in a heavy snow gale. S/V KAPITAN V. FEDOTOV (GRT 828) came to their assistance from Liepaya, T/B SMIRNYI from Riga. They succeeded in freeing the [] vessels, which were then taken to Riga by the ice-free channel. 50X1-HUM

Vodnyy Transport, Feb 18, 1964.

S/V STROGIY.

The ocean salvage vessel STROGIY (GRT 1013) is stationed in the port of Riga. Her radio receiver is always tuned in on 500 metres, ready to intercept SOS signals from ships in distress. Last year the STROGIY assisted more than 87 ships.

Vodnyy Transport, Feb 18, 1964.

Soviet Bloc Marchant Ship Passages to and from the Baltic,
March 1964.

Southbound

RU		PH		GC		Total	
AK	AO	AK	AO	AK	AO	AK	AO
113	38	43	0	11	4	167	42
12	2	10	0	9	3	31	5
125	40	53	0	20	7	198	47
96	0	98	4	35	0	229	4
Total							
221	40	151	4	55	7	427	51

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Northbound

RU		PH		GC		Total	
AK	AO	AK	AO	AK	AO	AK	AO
134	31	33	0	16	2	183	33
10	12	7	0	7	2	24	14
144	43	40	0	23	4	207	47
100	1	101	1	47	0	248	2
Total							
244	44	141	1	70	4	455	49

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- 4 -Soviet Bloc Trawler Passages to and from the Baltic,
March 1964.

		<u>Southbound</u>			
	<u>RU</u>	<u>PH</u>	<u>GC</u>	<u>Total</u>	
	AU	AU	AU	AU	
	255	68	221	544	50X1-HUM
	0	9	0	9	
Total	255	77	221	553	
		<u>Northbound</u>			
	<u>RU</u>	<u>PH</u>	<u>GC</u>	<u>Total</u>	
	AU	AU	AU	AU	
	166	50	138	354	
	0	1	0		50X1-HUM
Total	166	51	138	355	

The Soviet Bloc merchant ship and trawler traffic to and from the Baltic shows a minor increase for the merchant ships, whereas it is about unchanged for the trawlers. This increase in the number of merchant ship passages is probably due to the fact that the ice situation in the Gulf of Finland and the Gulf of Riga eased during the month of March so as not to hamper navigation.

18 southbound and 19 northbound Soviet fishing motherships passed 50X1-HUM

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New Ships.

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M/S DEDOVSK

The East German Warnowwerft in Warnemünde has handed over to the Soviet Union the new M/S DEDOVSK, the seventeenth and last unit of the DZHANKOY-class. The ship has the following characteristics: Length o.a. 139.50 m, length b.p. 130.00 m, breadth moulded 18.00 m, depth 10.30 m, draught 7.98 m, GRT 7265, NRT 3287, DWT 9500, no. of holds 5/0, four 7-ton deck cranes. The main engine is a MAN-diesel generating 5400 h.p., giving a service speed of 13.2 knots. The navigational equipment includes D/F and a navigationradar type DON-2. The ship, the crew of which totals 34 hands, is commanded by captain Kononovich, its international call sign is USOM.

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M/S SYKTYVKAR

The East German Neptun-werft in Rostock has handed over the new M/S SYKTYVKAR. The new ship is of the POVENETS-class and has the following main dimensions: Length o.a. 105.90 m, length b.p. 96.00 m, breadth 14.64 m, depth 8.00 m, draught 6.55 m, GRT 3726, NRT 1819, DWT 4250, no. of holds 3/1, four 3-ton, four 5-ton and one 35-ton derricks. The main engine is MAN-diesel type K6Z 57/80 Au, generating 3250 h.p. at 185 r.p.m., giving a service speed of 13.5 knots. The crew totals 37 hands. The navigational equipment includes D/F and navigation radar type DON-2. The international call sign of the SYKTYVKAR is UVLM.

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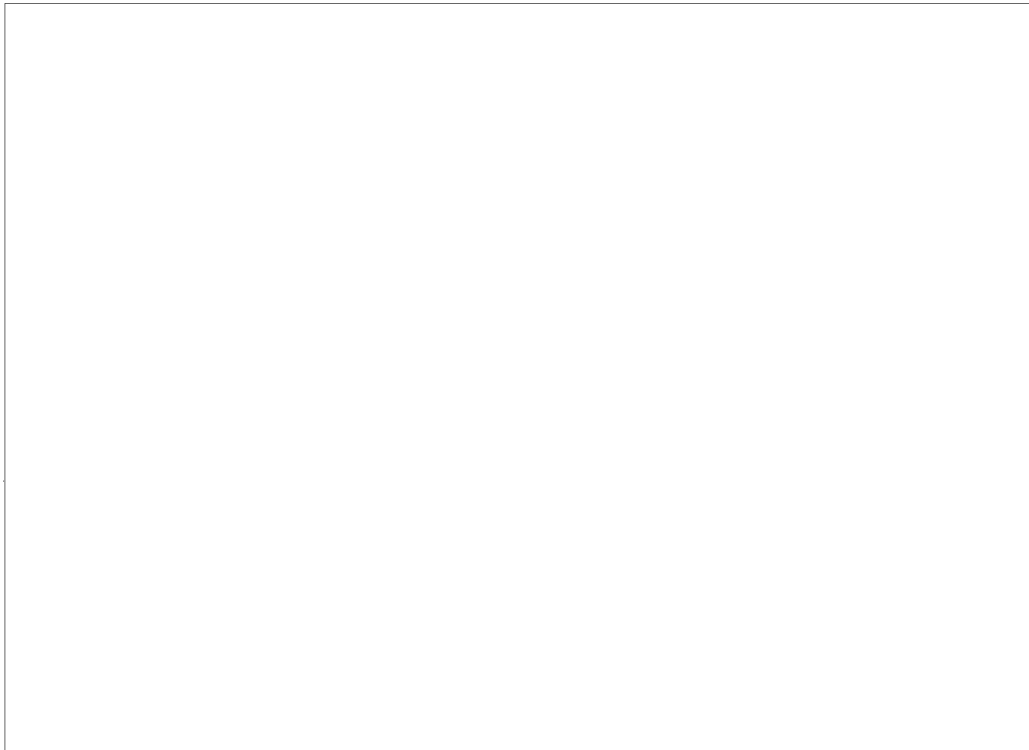
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M/T ANAPKA

The Rauma-Repola Yard in Rauma, Finland, has handed over the new M/T ANAPKA, launched on September 27, 1963, to the Latvian Tanker Co., Riga. The ship is of the modified LOKBATAN-class with the following main dimensions: Length o.a. 105.15 m, length b.p. 96.92 m, breadth 14.94 m, depth 6.80 m, draught loaded 6.10 m, GRT 3300, NRT 1573, DWT 4500, two 3-ton and one 4-ton derricks. The main engine is a B & W-diesel type 550-VTBF-110 that generates 2900 e.h.p. at 170 r.p.m., giving a service speed of 13.2 knots. The navigational equipment includes D/F and navigation radar type DONETS-2. The ANAPKA, the crew of which totals 39 hands, is commanded by captain Vedernikov. Its international call sign is UVEP.

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The Soviet Zhdanov Yard in Leningrad has handed over the new G/T VYBORGLES and G/T VOSTOK-3. Both ships are of the VYTEGRALES-class, with the following main dimensions: Length o.a. 121.75 m, breadth 16.35 m, GRT 4897, NRT 2215, C-DWT 5000, no. of holds 3/1. The main engine is constituted of four gas generators type 25A and one gas turbine TR. The navigational equipment includes D/F and navigation radar type DON-2. The VYBORGLES which has the international call sign UTDV, is commanded by captain Shashkin, VOSTOK-3 is commanded by captain Belyaev and has the international call sign UFEB.

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THE NORTHERN SEA ROUTE.

The Port of Igarka.

It is becoming necessary to modernize the harbour installations of Igarka, as the importance of this port is increasing. Last year it was visited by 1100 different - also foreign - ships, and during the relatively short Arctic navigation season 705.000 cu.m. of timber was exported - almost one third more than in 1962.

The city now demands that the port, which is still being administered by the timber combine, be given status as an independent sea port for any kind of export operations. Nor can one do without port authorities and pilots in the long run. A ship repair yard is also desired, as the repair ship that arrived a year ago is unable to handle the repair particularly of all the many river craft.

Vodnyy Transport, Feb 1, 1964.

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- 10 -I/B KAPITAN MELEKHOV.

I/B KAPITAN MELEKHOV (GRT 3376), captain Fartusov, has arrived at Arkhangelsk in company with D/E INDIGIRKA (GRT 7661) which is to load cellulose for England and France.

Vodnyy Transport, Feb 25, 1964.

North Pole 10.

The ice floe station North Pole 10 is presently less than 200 km from the geographical North Pole - 1000 km from the nearest land, Severnaya Zemlya. The station is expecting a visit soon from the Arctic air expedition Sever-16.

Vodnyy Transport, Feb 29, 1964.

M/S KOOPERATSIYA.

M/S KOOPERATSIYA (GRT 3767) has during the last half-year made a voyage round the World. It started last summer, when the KOOPERATSIYA left Riga with food for the Arctic ports of Amderma, Tiksi, Dikson, Cape Chelyushkin and got to the Pacific by the Northern Sea Route. After loading in the Far East the voyage continued round Asia and Europe, with calls at Asian and European ports. Now the ship is to be repaired and then to go to Arctica again.

Vodnyy Transport, Feb 25, 1964.

M/S IVAN MOSKVIN.

M/S IVAN MOSKVIN (GRT 3385) has returned from a voyage that took her round the World. The voyage began last summer in the Baltic, from there round Scandinavia to Pevek and Tiksi and on to Sakhalin and Primorye, here the IVAN MOSKVIN loaded for Cuba and sailed for Cuba by way of the Panama Canal.

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Vodnyy Transport, Feb 22, 1964.

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New Ship.

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M/S PRIPYATLES

The Polish yard Stocznia Gdanska has delivered the new M/S PRIPYATLES to the Northern Shipping Agency, Arkhangelsk. The new ship is of the VOLGOLES-class (Polish type B-45) with the following main dimensions: Length o.a. 123.88 m, length b.p. 115.00 m, breadth 16.70 m, depth 8.40 m, draught loaded 7.00 m, GRT 4673, NRT 2370, DWT 5936, no. of holds 2/2, no. of derricks eight 5-ton, one 15-ton and one 40-ton. The main engine is a Gdansk-B & W-diesel type 562-VTBF-140 that generates 5450 h.p. at 150 r.p.m., giving a service speed of 15.0 knots. The crew totals 45 hands, commanded by captain Kuroptev. PRIPYATLES, which is registered at Arkhangelsk, has the international call sign. USGA.

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THE BLACK SEA.New Ships.

The new M/S MURON (GRT 8430), commanded by captain Spivak, has left Tuapse for Japan. The ship is the first of a new series of dry cargo ships being built for the Soviet Union at the Gdansk Yard. The Poles are to build a total of 15 ships of this type before the end of the Seven-Year-Period. The first will be named MOZDOK and MINSK.

Vodnyy Transport, Mar 3, 1964.

Comment: These ships are of the Polish type B-44, which has the following main dimensions: Length o.a. 155.06 m, length b.p. 143.16 m, breadth 20.20 m, depth 11.80 m, draught 8.99 m, GRT 8430, NRT 5400, DWT 12500, no. of holds 4/1, no. of derricks eight 5-ton, four 10-ton and one 60-ton. The main engine is a Sulzer diesel 6RD76 that generates 9000 h.p. at 119 r.p.m., giving a service speed of 17.2 knots. The crew numbers 64 hands.

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Repairs.

M/T KOSTROMA (GRT 8229) and M/T GRIGORIY VAKULENCHUK (GRT 7628) will very soon arrive at the Odessa Ship Repair Yard no. 1 for main repairs. By employing new methods this should take 7-8 months, but the experience of the M/T KAKHOVKA (GRT 8229) shows that one does not observe the requirements of the new methods.

Vodnyy Transport, Feb 22, 1964.

M/T KOMSOMOL (GRT 8229) has been repaired by the Tuapse Yard and was completed 16 days before the deadline.

Vodnyy Transport, Feb 25, 1964.

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THE CASPIAN.

M/S MIKOYAN.

M/S MIKOYAN (GRT 632) trades Pahlevi (in Iran). In addition she carries consumers' goods to Krasnogorsk and Makhachkala.

Vodnyy Transport, Mar 14, 1964.

S/S KOMSOMOLETS.

S/S KOMSOMOLETS (GRT 1741) can celebrate her 70th anniversary this year, but is still in an excellent condition despite her great age.

Vodnyy Transport, Mar 14, 1964.

New Oil Field.

Like Azerbaydzhan, which has her drill towers on the Petroleum Rocks (Neftyanyye Kamni), Turkmenia has now developed an important petroleum industry. Drill towers are now standing in the sea a mile beyond the Cheleksen peninsula.

Vodnyy Transport, Mar 14, 1964.

THE FAR EAST.

No information.

THE DEVELOPMENT OF SEA TRANSPORT.

One of the most important objects for the development of sea transport in 1964-65 is a further increase of foreign trade, combined with a reduction of foreign currency expenses for chartering tonnage, so that foreign trade in the future will be handled mainly by Soviet ships. In 1965, for instance, 90.4% of dry cargoes and 93.1% of liquid cargoes will be carried in Soviet ships. At the same time it is calculated that transports to and

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from abroad will have increased by 50% compared to 1963.

The timber export from Baltic and Northern ports is to increase by 32%, and it is planned to use the pallet system extensively to facilitate the work in ports.

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The principle of peaceful co-existence is also valid for shipping, and there are regular services - frequently lines -50X1-HUM to countries [REDACTED] SOVFRAKHT, which until now has mainly chartered foreign tonnage will acquire many exacting new tasks, as it will have to meet the competition from capitalist shipping on the international market.

But in coasting trade, too, there will be a rapid development, particularly in the Far Eastern and Caspian areas. Hundred thousands tons coal, oil, salt, machines, agricultural equipment, cement and food have to be carried to Chukotka, Kamchatka, the Kurile Islands and the Primorsk Coast, often in difficult weather conditions. The return cargo here is sea products. In the southern basins coastal navigation is to carry more than 30 mill. tons coal, oil, wheat and ore from the production areas. In the Arctic there will also be an increase in the volume of transports, probably of 10%. Dozens of new, ice-strengthened ships will navigate the Northern Sea Route.

During 1964-65 the Merchant Fleet will be steadily augmented with fast modern ships. There will be dry cargo ships of the LENINSKIY KOMSOMOL, POLTAVA, BELORETSK and OMSK types, various timber carriers and tankers of 1500-45000 tons d.w. The increase

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in the deadweight tonnage of the Black Sea Shipping Agency alone will be as large as in all preceeding years of the Seven-Year-Period put together.

Simultaneously, the development of the ports is continued, Capital investments in harbour installations will be 2.7 times as great as compared to the preceeding Seven-Year-Period. During 1964-65 7000 metres of quays and almost 142.400 m² of store room will enter service.

ANTARCTICA.

D/E OB.

D/E OB (GRT 7503) is presently in Antarctic waters. For a month the ship has been struggling to get to the Mirny observatory, but has been unable to reach the Pravda coast, so that the goods had to be transported by tractor-sledges across the ice. The OB then went on to the Davis Straits, where she was to deliver fuel and expedition equipment to the Molodezhnaya and Novo-Lazarevskaya stations. She anchored at the Australian Mawson station. The OB now proceeds, through drift-ice and icebergs, towards Enderby-land, where Molodezhnaya lies at the Alasheyev bay.

Vodnyy Transport, Feb 20, 1964.

D/E OB spent seven days in struggling through the ice to the Molodezhnaya station. Now she has, however, left the Enderby bay in order to rendez-vous with M/T APSHERON (GRT 9047), which has come from the Black Sea with fuel. After having bunkered the OB is returning to the Alasheyev bay by way the canal broken through the ice. She will unload after getting to the coast.

Vodnyy Transport, Feb 29, 1964.

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- 16 -HYDROGRAPHIC VESSELS.H/V YU.M.SHOKALSKIY.

The weather ship YU.M.SHOKALSKIY (GRT 3220), captain Tolstikov, expedition leader Istoshin, began her last voyage in December. The ship sailed southward along the Date Line and visited Suva in the Fiji Islands, and after a four days' stay proceeded along the Equator while studying air currents in the upper layers of the atmosphere and deep sea currents (the Cromwell stream) in the ocean.

Vodnyy Transport, Feb 25, 1964.

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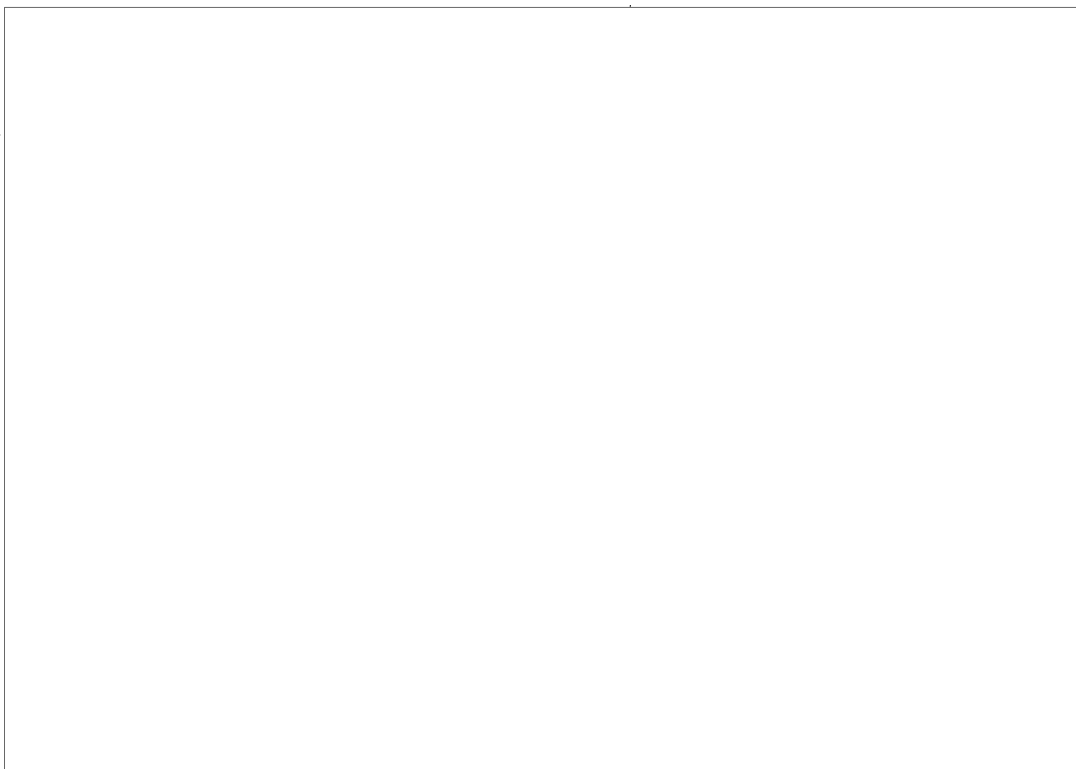
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THE SOVIET FISHING FLEET.

New Ships.

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D/E SVETLYY.

The Nosenko Yard in Nikolayev has deliveret the refrigera-
ted fish transport D/E SVETLYY to the Kaliningrad combine. The
new ship is of the TAVRIYA-class, and has the following characte-
ristics: Length o.a. 99.35 m, length b.p. 90.00 m, bredth 14.00 m,
depth 7.20 m, draught 5.65 m, GRT 3556, NRT 1577, DWT 2540, no.
of holds 3/0, no. of derricks 6 x 3 t. The main engine consists
of four diesel generators type 5D50, giving the ship a service
speed of 15.0 knots. The navigational equipment includes D/F and
navigation radar type DON-2. The crew totals 82 hands.

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The Fish Factory Ship VOSTOK.

VOSTOK is the name of a new mother ship for the fishing fleet, the project of which is now being prepared. The ship is to be built by the Admiralty Yard, and is characterized by an extensive employment of synthetic materials (asbosilit-609). All tubes, furniture, life boats and much else is made of this material, said to be cheaper and stronger than conventional materials.

Vodnyy Transport, Feb 25, 1964

Fishing off West Africa.

BMRT-350 EVALD TAMMLAAN (GRT 3170), captain Khorokhonov, which belongs to the Tallin combine, is working off the West coast of Africa and has completed her plan for delivery of fish-meal and liver-oil two month ahead of schedule.

BMRT-314 GLEB USPENSKIY (GRT 3170), captain Rechich, has on her last voyage along the coast of Africa caught 500 tons of fish, mainly sardines, whereas the plan only required 320 tons. The fishing grounds was a little-explored area in the Gulf of Guinea, where only the Sevastopol trawlers KERCH (GRT 2435) and ZHUKOVSKIY (GRT 3170) had tried their hands - with scant success.

Vodnyy Transport, Feb 22, 1964

Fishing in the Bering Sea.

BMRT-341 BRASLAV (GRT 3170), captain Sotnikov, is registered in Petropavlovsk/Kamchatka. The factory trawler has been fishing in the Central Bering Sea on the fishing grounds that were discovered by BMRT-355 KHINGAN (GRT 3170) and where a total of 20 BMRT's have been fishing and received good catches. The BRASLAV competes with the KHINGAN and OPALA (both GRT 3170).

Vodnyy Transport, Feb 20, 1964

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Experimental Fishing at Great Depths.

Last January the trawler TRESKA, which had been fitted out with special equipment, began a 15 day voyage to examine the possibilities for fishing at great depths. 8 trawlings were made at depths between 600 and 900 metres. It is intended to continue the investigations into deep sea fishing on a larger scale.

Vodnyy Transport, Feb 27, 1964.

Fishery Port in Liepaya.

Due to the rapid development of expeditionary fishing, a new base for ocean fishing vessels has been established in Liepaya. All SRT's fishing in the Atlantic and Norwegian Sea will be based here.

Vodnyy Transport, Mar 12, 1964.

The Soviet Fishing Fleet in the Norwegian Sea.

In the month of March there have been bases at the Shetland Islands, the Norwegian coast and the Skaw for the Soviet fishing in the Norwegian Sea and the North Sea. In early March the base off the Skaw was moved to the Norwegian coast, where it has been moving north towards the Lofoten area. On the 20th of March the base at the Shetland Islands was dissolved and moved to the Lofoten area.

Until the 20th of March there were two fishing grounds, afterwards only one. The fishing grounds have been moving as follows:

March	1	6140N/0440W	6400N/1000E
"	10	5850N/0340E	6720N/1030E
"	20		6715N/1105E
"	30		6700N/1030E

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The following mother ships, tankers and salvage vessels have been observed during the month:

<u>Name</u>	<u>BRT</u>	<u>Type</u>
S/S ALEKSANDR POPOV	3812	Mother ship
S/S ARKHANGELSK	3812	"
M/S ATLANTIKA	5472	"
S/S IOKHANNES VARES	11540	"
S/S IVAN FEDOROV	11540	"
S/S KADIEVKA	3816	"
D/S KAZIS GEDRIS	3307	"
S/S KHARKOV	6169	"
M/S MIKHAILO LOMONOSOV	2295	"
S/S NOVAYA ZEMLYA	3858	"
S/S OLONETS	2298	"
M/S PAMYATI KIROVA	7800	"
M/S PIONERSK	9500	"
S/S PYATRAS TSVIRKA	3888	"
M/S REFRIZHERATOR NO. 11 PROVOZNYI	1680	"
D/E RUDNYY	3308	"
S/S SALOMEYA NERIS	3816	"
S/S SOVETSKAYA GAVAN	7176	"
S/S TOMSK	5557	"
S/S TUNGUS	7194	"
S/S UKRAINA	2637	"
M/T KARTALY	1169	Tanker
M/T SIGULDA	795	"
M/T TM-309 KACHA	283	"
M/S GORDYY	1066	Salvage vessel
M/S RAMBINAS	1013	"
M/S STOYKIY	1013	"
M/S STREMITELNYY	1013	"

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The number of mother ships, tankers and salvage vessels during March has been as follows:

	Min.	Max.
Mother ships	1	19
Tankers	0	3
Salvage vessels	0	3
Trawlers at base	2	67
Trawlers on the grounds	68	291

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THE POLISH MERCHANT FLEET.New Ship.

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M/S GLOGOW

The Polish yard Stocznia Szczecinska im. A.Warskiego has handed over the new M/S GLOGOW as the second of a series of three for PLO's LevantLine (a fourth unit may possibly be built for Shipping Corporation of India). The new ship is of the B-49 type, with the following particulars: Length o.a. 113.60 m, length b.p. 104.70 m, breadth 15.50 m, depth 9.50 m, draught 6.30 m, GRT 2872, NRT 1535, DWT 4350 (as open shelterdecker), no. of holds 3/1, no. of derricks twelve 5-ton, one 25-ton. The main engine is an Uljanik-B & W-diesel type 850-VTBF-110, which generates 4600 h.p. at 170 r.p.m., giving a service speed of 15.0 knots. The crew numbers 28; in addition 4 passengers may be carried.

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ATTACHMENT

The East German Warnowwerft, Warnemünde has handed over the new M/S ERNST SCHNELLER and M/S WILHELM FLORIN to Deutsche Seereederei as no. 2 and no. 4, respectively, of a series of 14 vessels. This type, EDGAR ANDRE-class, has the following characteristics: Length o.a. 142.00 m, length b.p. 129.00 m, breadth 18.60 m, depth 11.20 m, draught 8.53 m, GRT 8002, NRT 4246, DWT 10.265 (as a closed shelterdecker), no. of holds 3/2; the cargo gear consists of six 5-ton cranes, two 3-ton two 5-ton and two 25-ton derricks. The main engine is a DMR-MAN-diesel type K7Z 70/120 A, which generates 5850 h.p. at 125 r.p.m., giving a service speed of 13.75 knots. The crew totals 43 hands.

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THE EAST GERMAN FISHING FLEET.

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SAS-401 EISBÄR

The East German yard Elbwerft, Boizenburg has handed over the stern trawler SAS-401 EISBÄR to the Sassnitz fishing combine. The trawler has the following particulars: Length o.a. 48.95 m, length b.p. 43.60 m, breadth 9.20 m, depth 5.50 m, draught 3.50 m, GRT 620, DWT 205. The main engine consists of three diesel generators type 8NVD26A, which generate 1080 h.p. at 250 r.p.m., giving a service speed of 11.0 knots. The crew numbers 19 hands. The EISBÄR is to be used for trials for the time being: if these are successful, a series of 20 additional vessels of this type will be delivered to the Sassnitz combine. The new stern trawler has the international call sign DAZK.

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THE CZECKOSLOVAK MERCHANT FLEET.ATTACHMENT

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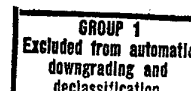
New Ship.

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M/S REPUBLIKA

The Polish yard Stocznia im. A. Warskiego in Szczecin has handed over the new M/S REPUBLIKA, launched on the 17th of August 1963 to Czechoslovak Ocean Shipping, Prague. The new ship is of the B-512 type, of which a total of 14 units are to be built (2 of these are for CSSR, 12 for PZM), and which has the following main dimensions: Length o.a. 156.55 m, length b.p. 144.00 m, breadth 20.40 m, depth 12.50 m, draught (as an open shelterdecker) 8.15 m, GRT 8430/10880, NRT 4010/6301, DWT 12700/14500 (as open/closed shelterdecker respectively), no. of holds 9/0, 8 of these being arranged in pairs, cargo gear four 5-ton cranes, two 5/3-ton and one 30-ton derricks. The main engine is a Cegielski-Sulzer diesel type 6RD68, which generates 6600 h.p. at 135 r.p.m., giving a service speed of 15.0 knots. The crew numbers 49 hands, there is in addition accommodation for 3 passengers.

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